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IDEA-0738  
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4 April 1962

SUBJECT: Monthly Commander's Report

TO: Chief, DPD

A. General

1. This was our most productive month to date as we accomplished four operational missions. Everyone on both sides here was very jubilant over the results of GRC-106. We had a pretty good picture of the weather from local sources prior to launch and everyone was quite confident on this one. Our Flight Planning Section was hampered during the mission planning by erroneous information, lack of information or tardy weather information. This is described in greater detail in the Operations Section of my report.

2. The much delayed ferry flight also had an effect on our maintenance scheduling. We finally were forced to accomplish the 100 hour inspection on [redacted]-352 which we had originally intended to ferry home a month earlier. I am quite concerned over the number of AC generator failures which have recently occurred. This also is covered more thoroughly in the Communications Section of this report. We have no major problems that I can see affecting our operational capability. This flameout problem while climbing through the Badlands is quite apparent both here and at [redacted] and could bear some study as it certainly does exist.

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B. Administration

1. Personnel Movements during March:

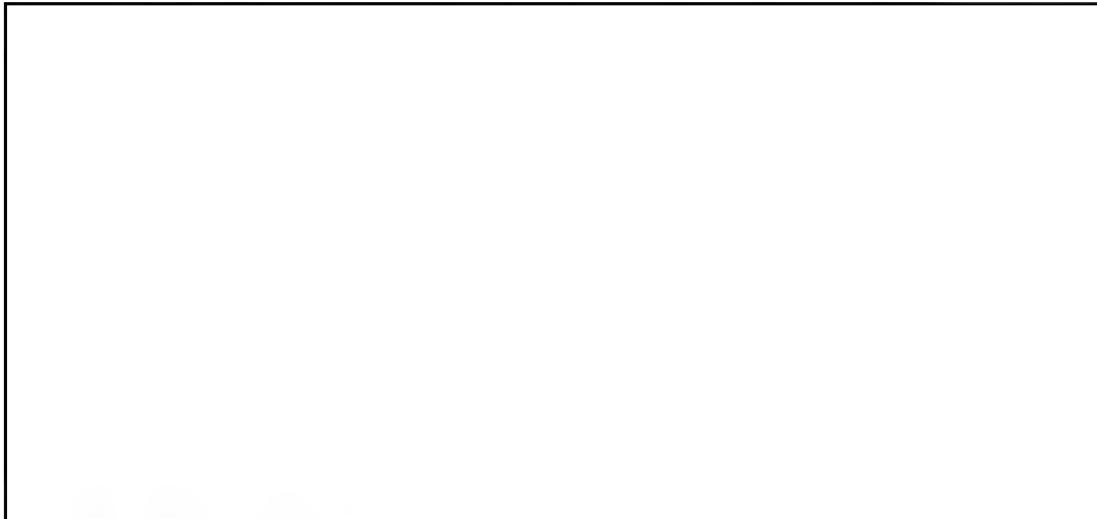
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2. Personnel Requirements:

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c. Although our personnel situation in the Materiel Section will be critical during the next five months, I do not believe that an interim replacement would be of any benefit. Based on past experience of slippage and processing delays, I do not anticipate having a Materiel Officer in place until August. This will place me in a position of having no Materiel Officer for approximately 3½ months. I consider this to be one of the primary areas where an overlap period is required on replacements. We are now prepared to live with this situation, however I think we should emphasize better personnel planning in this area for the future.

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## B. General:

25X1 a. [redacted] was released from hospital following his bone graft on 2 March. He has returned for two examinations and all indications point to a successful operation.

b. The Auditor reported that the [redacted] financial records and procedures were excellent. 25X1A

4. Total expenditures for March were [redacted]. A breakdown is enclosed as Attachment 1. 25X1

C. Operations

1. During the month of March, [redacted] were flown a total of 68:50 hours. Sorties were as listed below: 25X1A

25X1A a. 13 training flights (3 training flights were cancelled when the [redacted] was utilized on an operational mission.).

25X1A b. 2 maintenance test flights.

25X1A c. 2 [redacted] area missions.

25X1A d. 2 GNC missions.

25X1A e. One ferry flight was launched and one was retrieved.

25X1A 2. The T-33 was flown a total of 51:00 hours. [redacted] training and flying hours are broken down in Attachment 2.

25X1A 3. The Photo Interpreter prepared 24 overlays for operational missions and reviewed film from 15 training flights.

25X1A 4. The Personal Equipment Section re-briefed all [redacted] on contents and use of seat-pack first aid kits and the walk-around oxygen bottle. A new helmet test block was received and modified.

25X1A 5. The Flight Planning Section added three new training missions to the library. New aircraft checklists were added to flight packets.

## 6. Flight Planning problem areas:

a. During March, two operational mission routes were received which were in error.

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25X1 b. On Mission CRC-106, [ ] arrived at [ ] one half hour late. A second flight route was received one and one half hours later. As [ ] brief 2:45 hours before takeoff, this does not allow sufficient time to prepare two missions.

25X1A c. [ ] messages were not received for all operational missions. On one mission, when it became obvious no winds were coming, [ ] requested they be sent. We were told we did not need them.

25X1A d. DF-62-3, [ ] did not include temperatures. Approximately two hours after [ ] requested them, temperatures for 40M and 68M arrived. Flight was scheduled for cruise climb profile. 25X1A

25X1A e. DF-62-3, [ ] twice requested [ ] information. This information was finally received, 20 minutes prior to takeoff. 25X1A

## D. Material

1. New FAK and SLOW listings were received from the Project Depot in mid-March. The total number of FAK items listed requires approximately 5,000 FAK Stock Record Cards be maintained on file. The new FAK listed 222 new line entries that will require a corresponding number of stock record cards to be manually typed. The FAK also has to be purged of many items that are duplicated among the various sub-listings and which require consolidation into one master card.

2. This particular SLOC for the first time includes items of Headquarters equipment peculiar to the Communications and Signal Center activities. The equipment is on hand; however, new accountable record cards and custody receipts will also have to be prepared manually for these items. The Project Depot is being queried for a machine printed deck of SLOC cards.

3. Concurrently with receipt of the above listings and during phases of their initial processing locally, an audit of the supply and finance sections was performed on this organization. The Auditor expressed oral satisfaction with the practices and procedures within the Material Section. He furthermore voiced recognition that the operational mission required prime consideration and that supporting elements must oftentimes attend to administrative details on a secondary basis. Yet, despite awareness of these conditions created through a transition to the new listings and through attending to the primary mission tasks, the final audit reflects that "variances between FAK and SLOE listings and quantities on hand" existed.

4. From an auditor's viewpoint, this statement holds true as of the hour and date on which the sampling of the FAK was performed. From an

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operational and materiel viewpoint, this comment becomes inconsequential when placed in its proper perspective and when all the known attendant factors are given the consideration due them. However, the recommendations of the Auditor are being instituted and a compliance report will be submitted at a later date.

5. Materiel support functions that can be performed by [ ] personnel have been turned over to these individuals wherever possible. These comprise driving and maintenance of vehicles, grounds and building upkeep, carpentry, and the general work details. Insofar as practical, the supporting [ ] elements have been encouraged to develop a self-sustaining posture and an ability to respond to this Detachment's needs on an "automatic" basis. This is permitting the currently under-manned Materiel Section to devote more of their time towards supporting the primary mission requirements. In view of personnel forecasts for this Section, even more emphasis will be placed on the above concept.

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E. Maintenance

1. A total of twenty-one sorties were flown during the month for a total of 68:35 hours flying time. [ ]-352 was flown 37:35 hours, total airframe hours 1709:50; [ ]-358 was flown 31:20 hours, total airframe hours 1770:00.

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2. During the month of March we have had several major discrepancies. On [ ]-352 we experienced three AC generator failures due to broken wires at the terminal lugs. New generator harness has been ordered from [ ] for replacements, as we suspect old harness has become work hardened and brittle, causing wires to break at terminal lugs through vibration. Main landing gear malfunction twice on this [ ]; main landing gear up-lock and indicator up-switch were readjusted to rectify this discrepancy. On 13 March the hundred hour PE inspection was started on this [ ] as time ran out for ferry flight back to [ ]. [ ] was test flown 15 March. One major squawk was reported on this flight; engine rumbled and was rough between 83-86 per cent RPM, tail pipe was readjusted to take care of this condition. [ ]-352 left this base on ferry flight at 0100L hours 31 March.

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3. On [ ]-358 during this period we experienced a DC generator failure. Total time on generator at time of failure was 100:05. On removal of generator we found the rear bearing burnt out and bearings ground to small particles. Hundred hour PE inspection was started on 23 March and was completed by 27 March. [ ] was test flown the same day and several minor squawks were written up. The drag chute came out on takeoff; the chute doors were readjusted per S/B 594 which had been complied with at the factory.

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4. We have had auto pilot discrepancies on both [ ] during this period. Elevator trim tab has run away several times and Mach sense malfunctions. New components have been replaced in each [ ] as discrepancies show up. The auto pilot tech rep reports replacement parts drawn from stock are not up to the usual standard of maintenance from vendor or overhaul depot.

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5. [ ]-378 arrived at Base on 31 March; ferry pilot reported AC generator was out and fuel transfer pump was inoperative, fuel flow fluctuated two hundred PPM. [ ] has 43:40 hours flying time left before hundred PZ inspection is due.

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6. [ ]-358 has 34:55 hours remaining on engine before two hundred hour inspection is due for hot section.

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#### F. Security

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[ ] This necessitated keeping the mission [ ] inside the hangar as this event created a great deal of excitement and interest here on the Base. The [ ] were not taken outside the hangar until all visiting reporters had departed the Base.

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2. On 17 March we learned that a group of Military Attachés had visited the Base on 15 March and observed the [ ] shooting touch and go's.

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#### G. Special Equipment

1. Four operational missions were accomplished during the month for a total footage of 39,438. On Mission 3069 there was a shutter malfunction (19 exposures were missed) which was caused by a faulty trip solenoid, the chrome plating of the solenoid plunger started to come off and caused the plunger to hang up. This has been corrected and all solenoid plungers are being inspected for this defect. Two training missions were flown for a footage of 10,950. Both appear to have been successful, the film has not been evaluated yet.

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2. The [ ] photo lab processed all the tracker film without any difficulty and the resulting films were of an excellent quality. Delivery time of the original negative to the hangar has now been established and there should be no further delays in shipment of the take.

3. IDENTITY G was in the local area and was met downtown for conversations dealing with his operation. His major problem seems to be in

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training new men for his lab. They have only six lab men cleared for the Project and training new men is almost impossible without training film.

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4. The [redacted] has plans for construction of a new lab building that will be used primarily for this Project. Construction should start in May and be completed by late August. This will give us much needed space plus security of operation and should increase their capability so that all future operations can be processed speedily.

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H. Communications

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2. On Missions GRC-104, 3072 and GRC-106 ELINT operations were quite satisfactory although not 100 per cent effective. GRC-104 was flown in [redacted] 358 in which the equipment bay hatch heater power circuit was inducing noise on one band of the ELINT systems. There was not sufficient time to correct this prior to launching mission. Since then ELINT systems components have been relocated in the hatch and this particular noise problem has been eliminated. Maintenance and operating techniques are gradually improving with experience and should approach 100 per cent effectiveness on future missions. The arrival of technicians with [redacted] training is an attributing factor to more successful operations of this system.

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3. Duping results and procedures have been very satisfactory and no serious problems exist in this area. New duping equipment arrived late in the month but none of it was in operating condition except the "A" rack which is now being installed.

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5. An alarming total of seven AC generator failures during recent weeks has seriously affected performance of the ELINT equipments on the [redacted] One of these failures was traceable to mechanical (bearing) failure, four of the failures were traceable to cable harness failures (possible strain hardening due to vibration); the cause of the last two

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failures (ferry missions) is not known at this date. The successful operation of the ELINT equipment depends on the AC generator, and as yet we have not received any indication of remedial measures or a study thereof.

1. Medical

1. An emergency first-aid kit was outfitted and placed in the Maintenance Section.
2. A list of improvements needed and a recommended houseboy schedule was submitted to the FASD Hostel manager covering safety and health requirements.
3. An inspection of the Hostel kitchen was satisfactory.
4. The Communications Section was instructed in the use of their newly acquired resusitator.

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Attachments

1. Summary of March 1962 Expenditures, in dupl, h/w
2. Flying Accomplishment Chart, 1 copy, h/w
3. Identities, in trip, u/s/c

Distribution

0 & 2 - Hqs, w/atts as stated

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